

Mr. JELLIFF: Is not one of the main difficulties in regard to the fixation of cattle rates, the fact that they cannot get sufficient return cargo?

Mr. TEAKLE: And also the uncertainty of full loads. When a ship is fitted for cattle, there you are. We have to carry those deck fittings subject to wind and seas, in the winter, absolutely empty.

Mr. JELLIFF: If you had a sufficient return cargo, could you reduce the rate?

Mr. TEAKLE: I think if you had properly constructed ships, you might do it.

Sir Eugene Fiset: Can you convert the ships you have at the present time to make them profitable cargo carriers?

Mr. TEAKLE: I would not say so. I would be against it absolutely.

Sir Eugene Fiset: If you were instructed to do so, how many of the ships—

Mr. TEAKLE: Then it would be for my president to tell me what services he wanted to disrupt, and I would follow his instructions.

Sir Eugene Fiset: What changes would you require?

Mr. TEAKLE: I would have to find out first what would be in the ships. If Colonel Mullins has the same ideas of fitting our ships as he has the "Ontario," I would want the cost of that, and to see what it cost us to operate the ships, because without that I would not want to give an opinion.

Mr. HEAPS: You have a number of ships laid up now?

Mr. TEAKLE: We have five small ones.

Mr. HEAPS: I think Colonel Mullins referred to these ships being laid up. Would it not be better to use them for carrying cattle than to keep them laid up?

Mr. TEAKLE: I think as far as Canada is concerned, my opinion is that we lose less money by having them tied up.

Mr. HEAPS: What ships have you now?

Mr. TEAKLE: Four ships in the Canada-Swanson line. The "Leader," the "Victor," the "Commander," and the "Mariner".

Sir Henry Drayton: Last year we had information as to a specially adapted ship for the cattle trade, and we were told that some of those specially adapted, were tied up and were not being operated. What is the situation there to-day? Are there ships specially adapted for cattle trade available for the trade, or are they owned by private companies, and not being operated?

Mr. TEAKLE: I do not know of any not being operated, because I have not checked them up, but I know that last winter certain of the lines cancelled sailings, on account of lack of cattle. I have not checked them up this summer.

Sir Henry Drayton: That was the White Star line?

Mr. TEAKLE: Yes, quite right.

Mr. Power: And the Manchester line?

Mr. TEAKLE: I don't know. I remember the White Star. Do you remember, Mr. Woods?

Mr. Woods: The White Star, out of Portland.

Sir Henry Drayton: Those were special carriers?

Mr. Woods: They have permanent cattle fittings.

Mr. Robichaud: What would be the difference in the tonnage space for each head of cattle, in a regular cattle ship, and one of the Canadian Government Merchant Marine. I understand that it takes about 30 cubic feet of space for each head of cattle.

Mr. TEAKLE: That is a question you would have to figure out, because it all depends upon the height of the decks, etc. Some of the lines may have it, but I have not the figures here, of their lines; I only have the figures of our own.

Sir Eugene Fiset: In your opinion, it would be disastrous as far as the Canadian Government Merchant Marine is concerned to convert any of the present ships you are now using into cattle ships?